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be assured by the submission of all to the common | happen, was

rule, and in a Republic the vigorous repression of all  
 attacks directed against the State become the more  
 obligatory as it is not a question of defending interests  
 of dynasties, or of parties, but the sacred  
 duty of all—public men, and the people.  
 The enlightened and sincere partisans of the Re-  
 public do not commit the mistake of pre-  
 tending to find an exclusive and intolerant  
 Republic; the best State of the world is a  
 well-disposed will not be more than is needed to  
 give strength to reparatory measures. The safety of  
 France is assured if that agreement can be main-  
 tained while the daily work of reorganization is  
 in progress. When a country is in a social  
 crisis such as that we are passing through,  
 the styles or forms of Government are of little im-  
 portance; what counts is that the fundamental principles of  
 all moral, juridical, just, and honest government  
 prevail. I trust that I have said sufficient to enable  
 you to comprehend what is required of all  
 by the policy adopted by the National As-  
 sembly, and that you will be able to say that  
 that policy will manifest itself more and more

Name, \_\_\_\_\_  
 Address, \_\_\_\_\_  
 City, \_\_\_\_\_  
 State, \_\_\_\_\_  
 Minutes 333

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will be strengthened not only by the adherents which it will daily attract, but also by the very attacks of

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(From the Sydney Mail.)

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NOTWITHSTANDING the opposition evinc-

to imagine how the same might be if I have seen those things, when preparation is made. I saw only tall bamboos, bore red-hot iron, and journey.

And when I was and only in descent of 1858, the year India. The seed so as to its two or three in the and seeding the species, however, though only upon the seedling after the bamboo in and after seeding, contain localities. By the bamboo was black—Z., in The

Is reviewing a lecture by W. H. Medhurst on the

men and supplies, a quantity of the provisions having been consumed, and the vessel was at 7 a.m. on the 11th passed Cape Pillar, and at 7 p.m. the wind began to freshen from S.W., and in three hours afterwards it blew a heavy gale, during which the vessel was tossed about so much that the crew were obliged to lie on their sides, and on the 22nd the Nancy arrived at Hobart Town. Here the invalids were discharged, and fresh hands and supplies shipped. On Sunday, the 23rd, the vessel was again under way, and was compelled to anchor in Adventure Bay, with a strong wind blowing from the southward. On November 1st, 1857, the vessel was with a fresh S.W. equally wind, and on the 4th, when it was about 1919 miles from the 155° E., passed a big round west, and on the 10th hoisted in a N.W. gale, with a heavy topping sea, and on the 11th, when it was about 1920 miles from the 10th a large full-rigged ship was sighted shipping a course eastward, and at 7 p.m. the same evening made the Solander. At 10 a.m. on the 13th the vessel was again under way, and on the 14th at 4 p.m. Captain Dundasdale, whose pluck throughout the voyage cannot be too highly spoken of, overboard this point, some months ago as mate of the Mary Ann. We believe that the vessel was captured by her new owners in the sealing trade along the southern coast of New Zealand and adjacent

THE New York Tribune of October 21st says: The

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Columbia .. H. M. S. .. Livonia .. H. M. S. ..  
 The run to Sandy Hook Lightship was all fair, and the  
 the Columbia, as both yachts were dead before the wind,  
 with balloon jib boomed out. The Columbia sailed upon  
 the breeze just as the Livonia was about to pass. She  
 passed the Bar. The wind, which had died out almost to a  
 calm, now hailed more northerly and increased. At 1.08  
 the Columbia jibed over fore boom and under the main  
 wing, setting her balloon gafftops on the port side, al-  
 though a long way astern. At 1.20, nearing the Lightship,  
 the Livonia was just astern of the Columbia. At 1.45  
 ship, and the yachts went round Sandy Hook Lightship as  
 follows:—

.. H. M. S. .. Livonia .. H. M. S. ..  
 Columbia .. 1 23 63 .. 1 38 31 ..  
 And now commenced the home stretch sail, with the  
 Livonia close on the heels of a yacht. The Columbia  
 were ahead, and the Columbia soon proved that she could  
 hold her own. At 1.48 the wind veered more  
 1.48 the wind veered more northerly and increased. At  
 boat could go no better than W.S.W. At 1.08 the Colum-  
 bia headed in N.W. by the Lightship bearing W. by N.,  
 and headed in N.W. by the Lightship bearing W. by N.,  
 also tended to the northward. At 3.14 the Columbia  
 took off the Kaul buoy, and headed in S.W. 1 S. 1 S.  
 the Livonia was just astern of the Columbia. At 3.14  
 the Horsehoe, out of the strength of the wind. At 3.14 she  
 backed and headed for buoy No. 10, the Livonia fully three  
 hundred yards astern. At 3.14 the Livonia was just  
 West Spit upon the return was rounded by

Columbia, at .. H. M. S. .. Livonia .. H. M. S. ..  
 and losing ground very minute.

	Time of arrival.	Time of Corrected Time.
Columbia ..	4 57 32	6 17 42
Livonia ..	5 00 00	6 19 41

Thus the Columbia beat the Livonia 23 minutes  
 seconds in actual time, and with the corrected allow-  
 ance, the race by 27 minutes 4 seconds.

On November 15th, the second race was sailed. The  
 Hook over the bar. The race was to be twenty  
 miles to windward and return. When the Lightship was  
 reached, the breeze was very light. At 11.62, colors were  
 hoisted, and the yachts were about to start. The  
 Livonia was the first to pay off before the wind, and with  
 and naturally, forested, main and fore gafftops, may-sail, jib,  
 and balloon. The Livonia was just astern of the Colum-  
 bia. The Columbia followed about a couple of minutes later  
 with the same outfit, and a spanking breeze. The yacht  
 crew, as usual, were in the best of spirits.

	H. M. S.	H. M. S.
Columbia ..	1 38 31	1 58 50

to work, and the Livonia was the first to pay off before the wind, and with naturally, forested, main and fore gafftops, may-sail, jib, and balloon. The Livonia was just astern of the Columbia. The Columbia followed about a couple of minutes later with the same outfit, and a spanking breeze. The yacht crew, as usual, were in the best of spirits.

Both yachts presented a beautiful appearance as they bowed along with the wind on the port quarter. The contest, although an exciting one, was far less so than a

windward bank would have been. They were now sailing full ten knots, and the Livings appeared to widen the gap between herself and the Columbia. The wind, too, increased to a point where the Columbia's sails were being blown to the mainmast—sails that parted, but it was quickly replaced and set again. The breeze still increasing, it was predicted that it would turn out a regular gale, and many thought that the Columbia was doomed to drift by her larger antagonist such was the Livings' little boat. But, despite the cold chopping sea and wind, crawled up toward the Livings, until about 1:30 p.m., when they were close aboard the stakeboat. The Livings had a slight lead; but the Columbia, with her sails set in the proper position, was able to keep up with her. The sailing regulations did not require that the boats should be sailed in any particular direction. The Livings, at this time, were sailing on a course that would have

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be found 48 of  
the ground, nearly 4 of  
oxide, 2 of squalene  
acid and nitrogen.  
 manufacture their own  
 matters similar  
 If those who are  
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consumed really  
for the economical  
it be burnt in the  
the supply, or the  
burner. Accord-  
the amount of air  
the burner, and also  
at the time. By  
burner with a glow  
the living part of  
of using a broad  
surface and a glass  
narrow point to be  
consumed and the  
to be requisite, no  
more, this involves

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as a protection to it of air supplied there, while all clean as possible, 10 per cent. of the in the due effect is dimensions of the variation in the say be as well to aspheric pressure. Frankland, it is directly proportional to 100 units of aspheric pressure, five of one inch in the other hand, a under increased

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ly regulated to a burner wanted a motor is employed, would be opened to those obtained by have not drawn a plan for improvement, or carbonizing, or familiar with the purpose. It is process, but it is a which few gas it is impossible in a minute of gas chemical consumption while the other chemical detail.—







